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Dean Hitchcock's Argosy

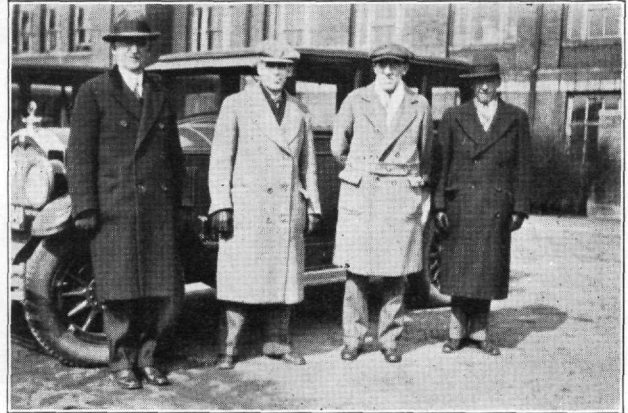
"How," said Dean Hitchcock, "would you like to go to the Power Show in Chicago?"

The Midwest Power Conference was held in Chicago, February 14 to 18. There were papers and discussions at the Stevens Hotel, and in the great Coliseum a display of all the materials and devices connected in any way with the production of power: boilers, furnace walls, asbestos, meters, bearings, technical publications and what not. An aggregation of experience, opinion, and invention such as this offers to the University professor, immured in his scholastic atmosphere, an opportunity to keep pace with the latest developments in power production.

Ten years ago, talk of driving from Columbus to Chicago in the middle of the winter would have provoked smiles of derision. Even in summer, elaborate preparations would have been made. Cuts in the tires would have been filled with tire-doh, road maps would have been checked and tabulated, and in all probability a prim professor or dignified Dean would have had to take time off to lie on his back under the car filling oil cups, eyes and mouth. But today it's different, very different. That's just another example of rapid developments in the production of power. The Dean's Buick, bought last summer, was in perfect trim with motor well broken in, and plate glass windows to shut out winter weather. A single-strip map of the Columbus Auto Club showed the route paved all the way to Chicago.

Trust mechanical engineers to run true to form in their desire to make tests on all machinery in their possession. Professor Paul Bucher of the Department of Mechanical Engineering spoke of the advantages to be obtained from the use of Ethyl gasoline on long trips. So Ethyl was bought and careful note was made of the fact that knocking was less pronounced and pick-up was more rapid after the vacuum tank had had time to become filled with the new fluid. The question of speed then came up and Professor Bucher demonstrated to the satisfaction of all observers that the peak of the velocity curve of the Deans' car was very close to seventy miles per hour.

Beyond Fort Wayne, Professor Marquis was at the wheel, and felt that the test of the car's speed, in order to be conclusive, should be repeated. These experiments brought the argonauts to South Bend at the end of the first day's run. Here's a tip on how Professors behave when they leave the campus. In a chop suey joint, the Dean and Bucher discussed thick steaks smothered in onions, while Marquis and Weed munched Chinese dinner No. 2. Next morning Dean Hitchcock was again the driver, and felt that in the interest of science it was necessary to repeat the speed test. Three several times he did it, making sure that with wind and other variable factors ac-



THE PRAIRIE SCHOONER

The skipper, Dean Hitchcock; the crew, S. W. Marquis, Paul Bucher and J. M. Weed.

counted for, the maximum velocity attainable was very slightly in excess of seventy miles per hour, or a hundred and three feet per second.

Arrived at Chicago, the party attended the sessions in the new 3300-room Stevens Hotel and marveled at the mechanical wonders exhibited in the Coliseum. Here, as everywhere, Ohio State men were in prominent positions. They saw R. J. Peabody, '99; E. G. Bailey, '03, president of the Bailey Meter Company and the Fuller-Lehigh Company; George Bott, '01, and Dwight E. Batesol, '16, of the Norma-Hoffman Bearings Company; H. W. Trump, '16, of the Timken Roller Bearing Company; Roscoe Robins, '26, C. E. and E. J. Billings, '06. Friday, Weed ran up to Milwaukee and saw Glenn Hardy, last year's editor of the Ohio State Engineer, and now a contented employee of the Cutler-Hammer Company. Hardy looks prosperous even to the point of playing golf several times a year.

Saturday, the 18th, the party had planned to leave early enough to drive all the way to Columbus in the one day. But Friday night, snow had been swirling about the streets of Chicago, and Saturday, although the sun was shining, drifts and dunes made going very difficult. The street car transportation in Chicago was practically at a standstill. Sweepers were clearing the streets and gigantic snow-scrapers sailed along looking like ancient men-of-war on wheels. Equipped with chains, and feeling very confident, the party spent more than an hour inspecting the Calumet Plant of the Commonwealth Edison Company at the south edge of Chicago. When they had scarcely started for Columbus, just over the Indiana line in fact, they ran into the worst blizzard of the winter. Gary was passed thru—supposedly, for only an occasional corner of a building could be seen thru the clouds of blowing, drifting, whirling snow. On the country roads it was worse. Two flickering headlights through the gloom was the first announcement that a car was coming headed for Chicago, feeling its way, almost blown from the road, floundering thru the drifts. Sometimes in passing such a car, the

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*Mythological Note:—An argosy, despite its association with breezy Western Stories and other light fiction, is defined by Webster as a richly freighted merchant vessel. The A-gus, you remember, was the name of the ship in which Jason and his companions sailed in search of the golden fleece. Members of the crew were called argonauts. So were the '49ers, who traversed the plains in prairie schooners to seek gold in California. By poetic license, the term argosy has been applied to Dean Hitchcock's Buick or to his journey, whichever you prefer.

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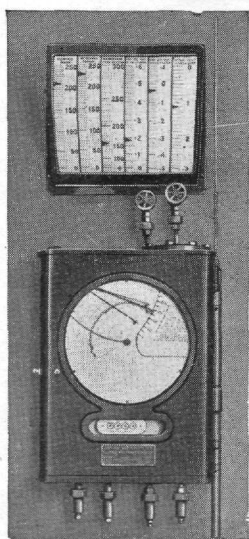
THE DEAN'S ARGOSY

(Continued from Page 13)

Dean's party was almost driven into the ditch. Snow was blowing from the banks and fields across the road, making almost an opaque cloud about as high as the car. Creeping along together cars became joined in trains, following blindly the machine just ahead. There were occasionally long waits to let the west-bound trains go by, for the drifts made the road single track in many places. Under such trying conditions, three hours were required to make the 46-mile run to Michigan City.

"We're going to get along better now," said Dean Hitchcock. "Look, the sun's coming out." And it did. But not for long. Out on the road again, the travelers encountered the same blizzard conditions—drifting snow, cars stuck in the drifts, occasionally a machine almost buried in a ditch. Bucher performed some wonderful feats of driving. Once he made the whole train of stalled motorists gasp when he broke road through the deep drifts. But instead of the three hours which were spent going out between South Bend and Chicago, more than six were needed coming back. East of South Bend going became easier and Marquis drove on to Ft. Wayne where the party spent the night. Sunday the going was easier still, altho the boys at the filling station at Van Wert, Ohio, reported a temperature of 2 degrees above zero. It was skiddy, too, but the sun was shining, and the Sunday traffic was pretty light. So the Dean got to Columbus in time for his dinner at two o'clock.

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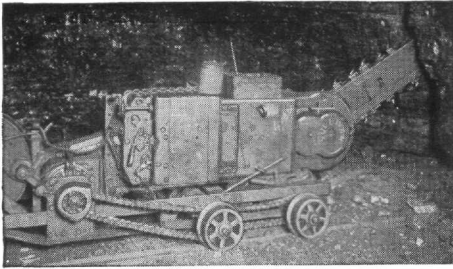
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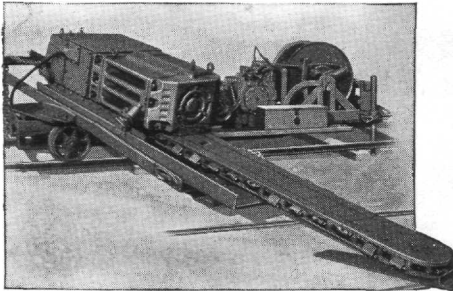
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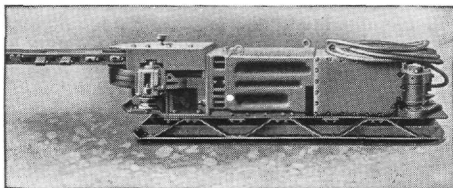
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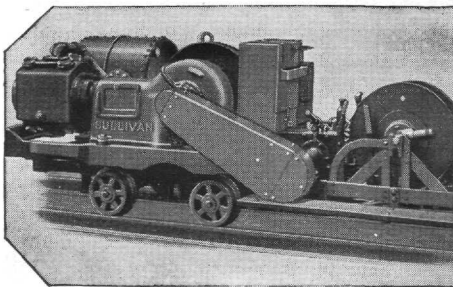
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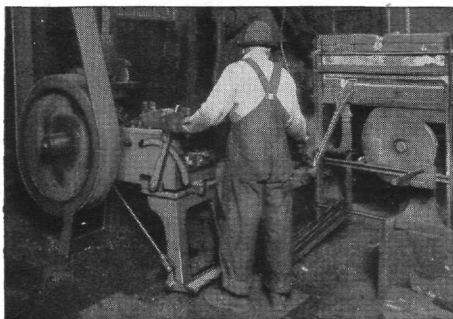
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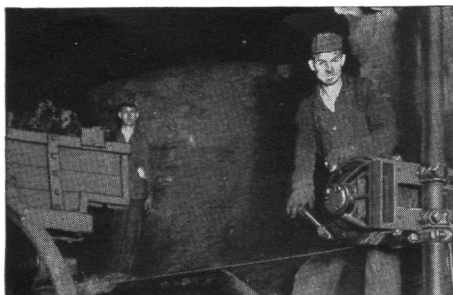
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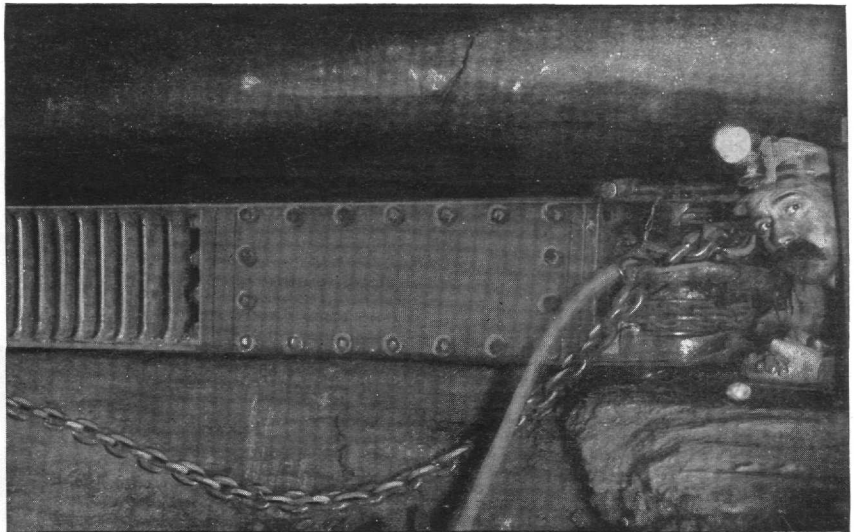


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